

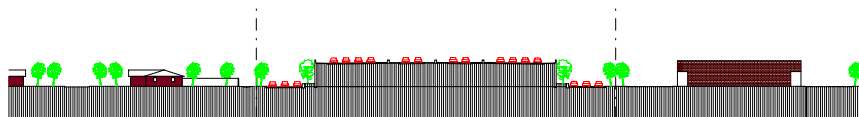
### Proposed Eastward Crossover Section

Between Preston Road and Hillcrest Road, the future LBJ Corridor will cross, returning the HOT lanes to the center of the roadway.



### HILLCREST ROAD

Beginning on the crest of the hill just to the west, the approach to Hillcrest Road offers one of the longest unobstructed views from the LBJ Corridor. The panorama is enhanced by the greenery of the White Rock Creek Trail, and by the Northwood Country Club. Here, the primary goal is to retain the existing views and the sense of open space. This can be accomplished by creating an area for planting between the frontage road and the wall of the main roadway.

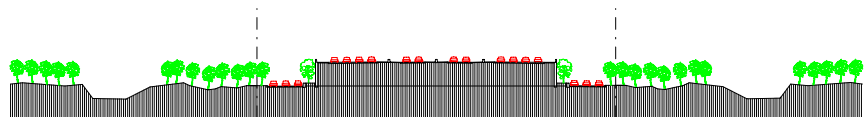


### Proposed Eastward Section at Hillcrest Road



### PARK CENTRAL DRIVE

Park Central Drive is a key link for the White Rock Creek bicycle and running trail, which connects North Dallas with White Rock Lake. This trail is the backbone of running and bicycling activities in Dallas. Its chief virtues are its length, its accessibility, and the fact that it winds across LBJ, ending at nearby Valley View Park. Maintaining this link is essential. In addition, it provides an excellent opportunity to maximize landscaping and create an attractive edge to the highway.

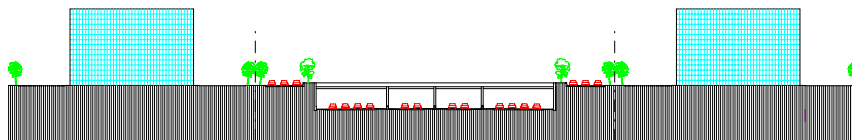


### Proposed Eastward Section at Park Central Drive



## COIT ROAD

Coit Road provides a link across the LBJ Corridor between Richardson and Dallas. It also connects to Central Expressway to the south. The proposed section of Coit Road may provide an opportunity for additional landscaping.

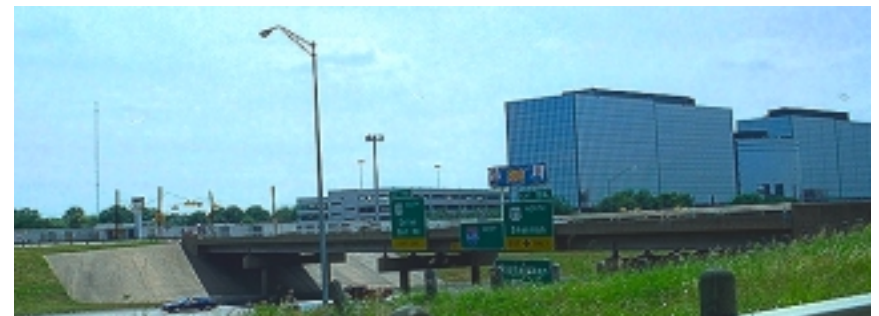


**Proposed Eastward Section at Coit Road**



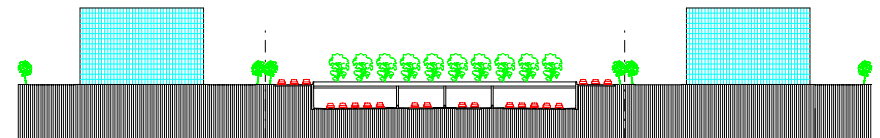
## CENTRAL EXPRESSWAY

The intersection of Central Expressway and the LBJ Corridor is the epicenter of traffic in North Dallas. It also marks the transition from the west side to the east side of the LBJ Corridor project. The significant differences between the west and the east have mainly to do with density. The west side has a density associated with an urban setting, where traffic volumes remain at capacity throughout the day. The east side has a density common to a commuter system, with peak travel times moving west in the morning and east in the evening. Hence there is a difference in driving rhythm. On the west side there are numerous landmarks and activities that help motorists sense their location. The east side offers an easier pace; but with fewer landmarks and activities, driving can become monotonous. A plan that offers landmarks and distinctive elements can help reduce the monotony and increase driver confidence.



## T. I. BRIDGE

An important link in the Texas Instruments campus is a pair of bridges between T. I. Boulevard and Central Expressway. Accentuating these bridges with a distinctive design would create an attractive gateway.

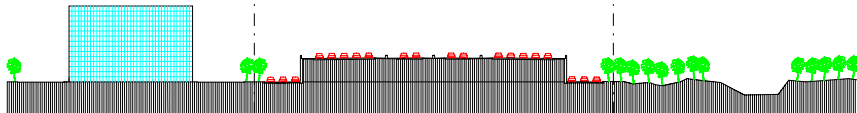


**Proposed Eastward Section at T. I. Bridge**



### T. I. BOULEVARD

The open land on the south side of the overpass at T.I. Boulevard, the new DART station, and the new T-ramp interchange offer opportunities to soften the edges of the LBJ Corridor with landscaping. Replacing concrete embankments with the new retaining walls and relocating utilities underground would give a cleaner appearance as well.

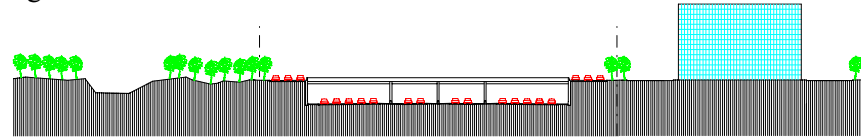


**Proposed Eastward Section at T. I. Boulevard**



### GREENVILLE AVENUE

With the view from the on-ramp at Greenville Avenue, the motorist begins to sense more open space along the edge of the highway. Greenville Avenue is also a commercial artery that stretches from Richardson to just east of downtown Dallas, making this crossing a significant node for traffic.

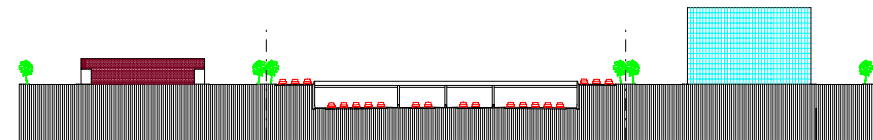


**Proposed Eastward Section at Greenville Avenue**



### ABRAMS ROAD

The appearance of the Abrams Road bridge would be improved if the overhead utilities were moved underground and coordinated with the proposed new LBJ Corridor retaining walls. Abrams is one in a series of bridges over the LBJ Corridor extending from Miller road to Greenville Avenue. It would be helpful to the motorist to have some recognizable differences among these bridges.



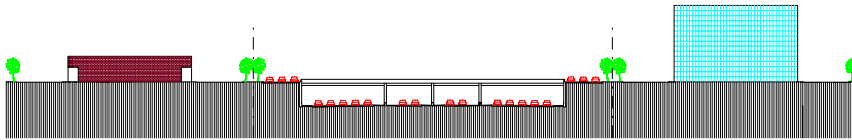
**Proposed Eastward Section at Abrams Road**





### FOREST LANE

Currently, much of the LBJ Corridor has lush greenery, such as the eastbound Forest Lane on-ramp. In hopes of retaining this greenery, special consideration in the design for future retaining walls to allow for landscaping will greatly enhance the project's overall appeal.

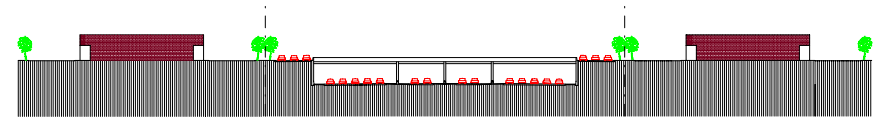


**Proposed Eastward Section at Forest Lane**



**SKILLMAN STREET/AUDELIA ROAD**

Between the Skillman Street/Audelia Road crossing and the Forest Lane crossing lies an opportunity to take advantage of the natural topography and the landscaping of adjacent apartments. Retaining walls and additional landscaping can accentuate the existing feel of the rolling hills.

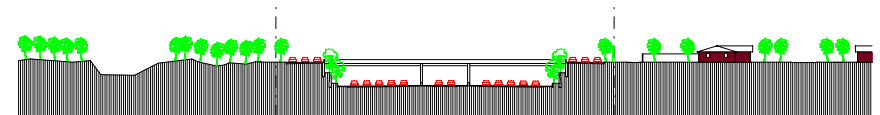


**Proposed Eastward Section at Skillman / Audelia Road**



### DART RAIL BRIDGE

Near Skillman Street and Audelia Road will be a new DART rail bridge. Although the DART bridge will be designed independently of the highway bridges, it does promise to bring a new element to the passing motorist in addition to becoming a hub for intermodal exchanges and increased traffic.

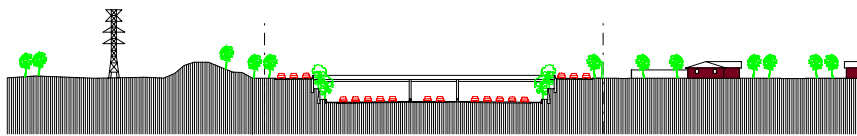


**Proposed Eastward Section at DART Rail Bridge**



### ROYAL LANE/MILLER ROAD

At this point, heading east, one leaves behind the high-density area around Central Expressway. The design of this bridge should reflect its function as a transition from one type of environment to another. This can primarily be accomplished with the landscape design.

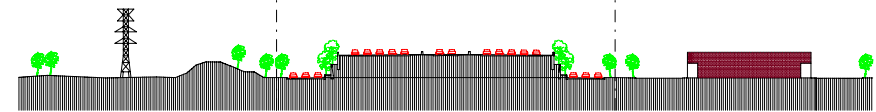


### Proposed Eastward Section at Royal Lane / Miller Road



### PLANO ROAD

Beginning at the Royal Lane/Miller Road crossing, an easement for utility lines runs just north of LBJ. The city of Plano has developed a similar area into an extensive network of bicycle and running trails. There are already plans to do the same here. The design of the Plano Road overpass should allow for access to this proposed trail across the LBJ Corridor.

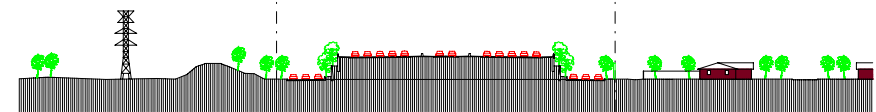


### Proposed Eastward Section at Plano Road



### KINGSLEY ROAD

Paths at the Kingsley Road overpass are evidence of heavy foot traffic here. The new overpass should be designed to accommodate pedestrian traffic without compromising the landscaping.



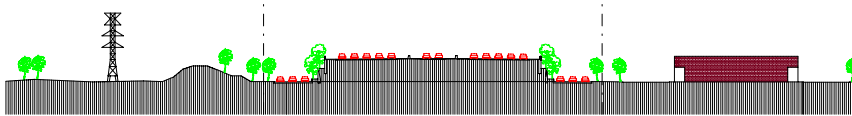
### Proposed Eastward Section at Kingsley Road





### JUPITER ROAD

Like many of the roads in this area, Jupiter Road gets lost in a sea of visual distractions, such as billboards and utility lines. These distractions should be addressed to insure that the plans for the LBJ Corridor can be achieved.

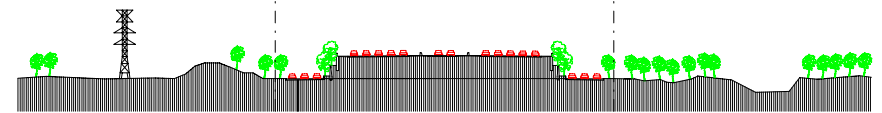


**Proposed Eastward Section at Jupiter Road**



### GARLAND ROAD

The intersection of LBJ and Garland Road/South Garland Avenue is a major transportation node serving the cities of Dallas and Garland on the east side of White Rock Lake. To accommodate the Santa Fe Railroad track beneath Garland Road, the overpass here is longer than normal. As a result, the design of the overpass requires particular thought as to the number and placement of supports.

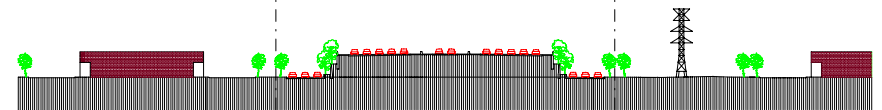


**Proposed Eastward Section at Garland Road**



### TRAIN AND UTILITY CROSSING

The overpass spanning this rail line could be designed to accommodate runners and cyclists at a second level, keeping them out of the path of the trains. If the abutment walls are vertical, the span can be reduced without sacrificing usable area on the ground plane.



**Proposed Eastward Section at Shiloh Road**

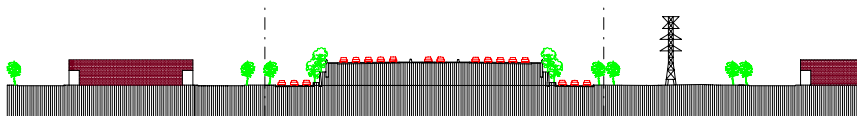


### SHILOH ROAD

Shiloh Road and Northwest Highway represent a common occurrence along the LBJ Corridor: overpasses crossing at a distinct angle to the surface street. The design of these overpasses must allow for the asymmetrical nature of the structure.



### NORTHWEST HIGHWAY

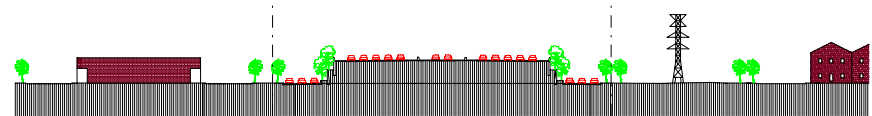


### Proposed Eastward Section at Northwest Highway



### FERGUSON ROAD/CENTERVILLE ROAD

Besides making the roadway more attractive, strategically placed and well maintained landscaping can eclipse visual clutter, helping increase clarity and driver confidence. Safety standards, of course, must be followed.



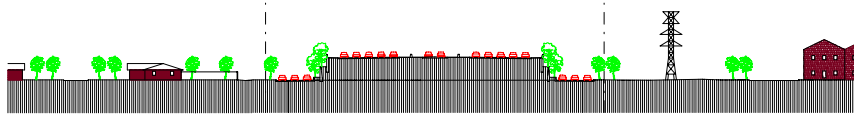
### Proposed Eastward Section at Ferguson / Centerville



### LA PRADA DRIVE



The segment of the highway near La Prada Drive is bordered by residential property interspersed with neighborhood parks and the Dallas Athletic Club Country Club. The enhancement of these existing features will provide landscaping opportunities for the corridor.

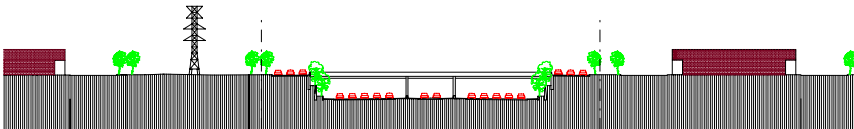


**Proposed Eastward Section at La Prada Drive**



**OATES DRIVE**

The area between the bridges at Oates Drive and Galloway Avenue creates an environment unique along the corridor. The angles of the bridges allow a clear view of the highway below and the retaining walls, providing a focal point to the area.

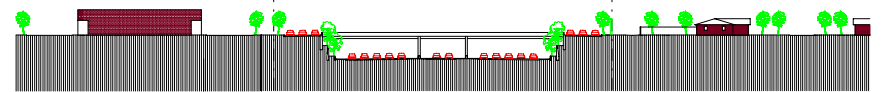


**Proposed Eastward Section at Oates Drive**



**GALLOWAY AVENUE**

At Oates Drive and Galloway Avenue, the angled bridges are close together, affording rare static views from one bridge to the other as well as dynamic views from the freeway below. These bridges should be designed to be appealing from both perspectives.



**Proposed Eastward Section at Galloway Avenue**



**INTERSTATE 30**

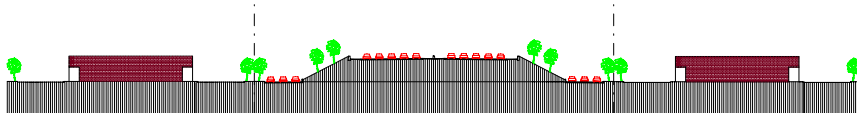


It is at the intersection of I-30 and I-635 that long-distance travelers begin to realize they are at the edge of the Dallas/Fort Worth region. This grand interchange marks the outer boundaries of the modern city, creating a majestic presence that dominates its surroundings.

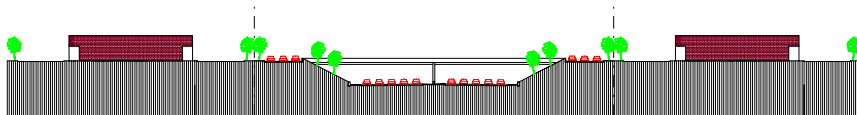


## TOWN EAST BOULEVARD

Town East Mall, between Town East Boulevard and Towne Centre Drive, is the most common destination for motorists in this area. Expansion of the highway to accommodate increased traffic still allows for landscaping.

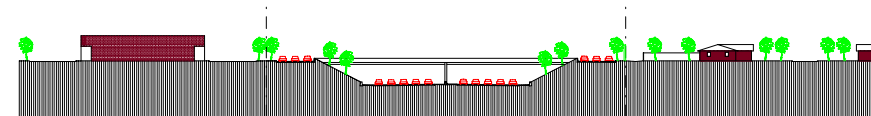


**Proposed Section at Town East Boulevard**



**Proposed Section at Towne Centre Drive**

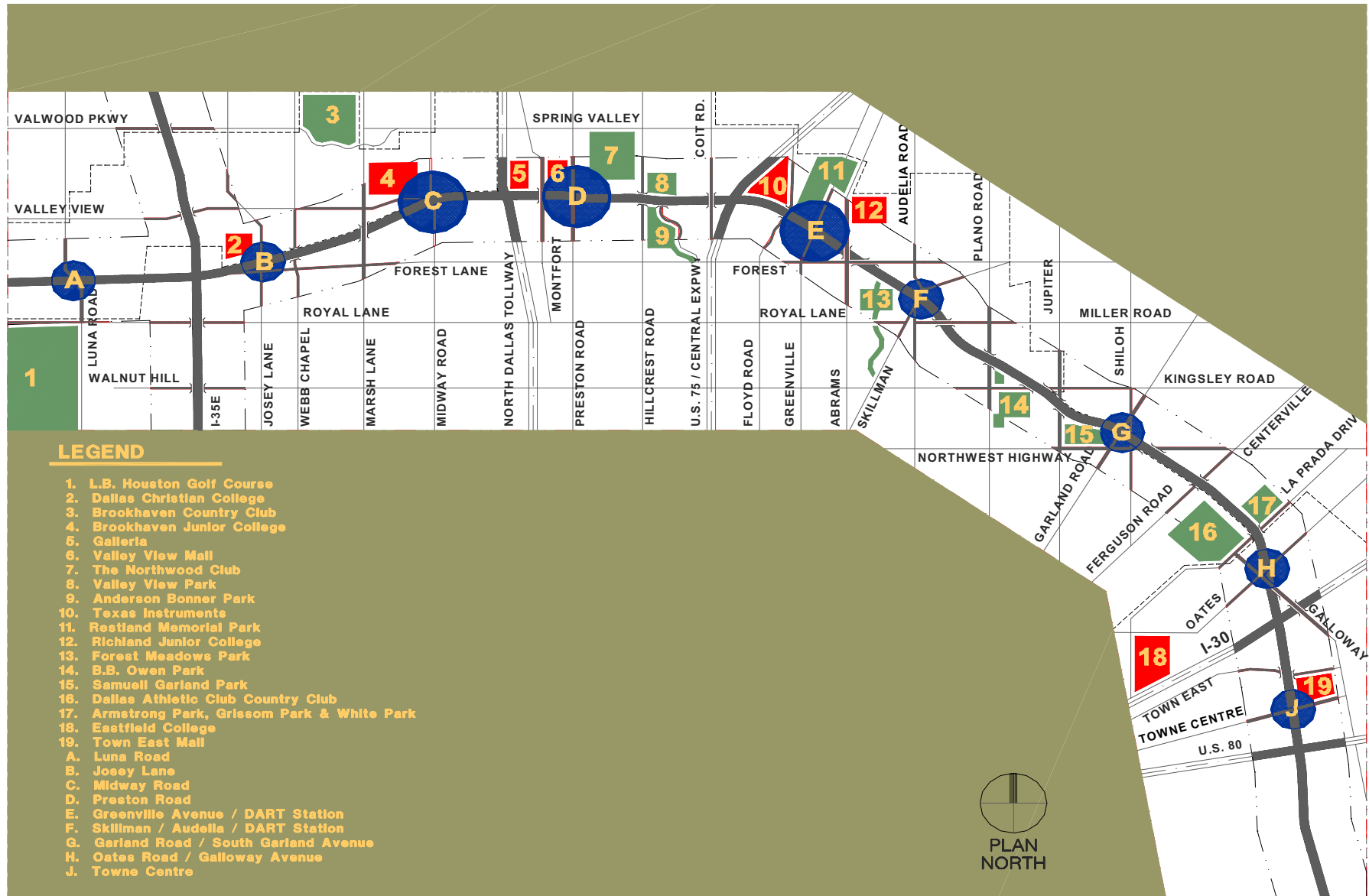
Towne Centre Drive and US-80 will combine to serve as the eastern gate to the project. The bridge over the highway at Towne Centre Drive will give the westbound motorist a hint of what will take place over the next 21 miles, as well as provide an opportunity for an enhanced pedestrian crossing facility.



**Proposed Section at U. S. Highway 80**

The following diagram locates several potential design opportunities at major and minor nodal points.

- (A) The connection at Luna Road marks the western boundary of the LBJ Corridor project. The nearby Rawhide Creek Crossing can be developed into a trailhead for canoeing, biking, and running.
- (B) At Josey Lane the highway changes in width, making it a logical reference point for entering and exiting traffic.
- (C) The Midway Road intersection is a major node for current transportation uses. Also, the new highway's bypass lanes will commence at this point, making it doubly important.
- (D) Preston Road will continue to serve as the unofficial gateway to North Dallas. The convergence of motorists from all directions to this location will warrant a major node designation.
- (E) Greenville Avenue marks a transition from a higher concentration of traffic on the west to a lower concentration on the east, making it the easternmost major nodal point.
- (F) The intersection with Skillman Street and Audelia Road currently provides a transition to rolling hills and mature trees. It is important to emphasize these elements in the new corridor.
- (G) The crossing of the highway at Garland Road, Shiloh Road, and Northwest Highway brings with it a high concentration of traffic.
- (H) The intersection of Oates Drive and Galloway Avenue will continue to mark an important commercial stretch.
- (I) The intersection at Towne Centre Drive, in addition to being at the easternmost part of the project, marks the entrance to the mall, and thus warrants distinctive treatment.



## DESIGN OPPORTUNITIES